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1. On 10 June 1955, seven or eight submarines were moored alongside the wharf of the Sudomekh Shipvard in the Newa River. The submarines were of different sizes. the largest one, was berthed a little apart from the remaining submarines. All these submarines were believed to be no new vessels as their coat of paint showed traces of wear. It was stated that some skin plates had been removed and frames had been minium painted. No twin-mount guas were seen on any of the vessels. About 14 to 15 unpointed and rusty hull sections (courses) for submarines were lying sade by side in groups of three on the premises of the shipyard upstream from the berths of the submarines. No construction work or assembly of new submarines could be observed in the shipyard from the opposite bank of the Newa River. 2. It was difficult to get a clear insight into the Baltic Shipyard from the road. They seemed to be recently completed by the shipyard. A new warship, between 200 and 240 meters long, with a raked stem and stepped bridge superstructures were moored a little downstream from the Baltic shipyard. The deck was raised amidships. The ship did not yet have her smokestacks, masts or armament. Some of the bridge structures were mindum painted, while other parts were still unpainted. The ship was serviced by three or four cranes. 3. No vessels were seen in the large shipyard basin of the Shdanov yard, nor were any vessels berthed alongside the wharf in front of the shipyard. The wreck in front of the shipyard basin was still lying there pulled across the entrance to the basin only so far as to permit the passive of small launches or service boats. 4. The Shdanov shipyard could be observed from 3 to 5 June 1955. Since the large								
	basin belonging to the shi for boats by a wreck, it w seemed to serve as a sort required. This wreck was a mine or torpedo hit in her	pyard area w as rather di of gate whic former merc	as closed exc fficult to ge h could be mo hant ship who	cept for a small pase et an insight. This cored across the bas ich was apparently b	ssage wreck sin as hit by a			

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Some building slips located near the shippard basin, seemed to be entirely neglected. They were not used and apparently will no longer be used. We vessels were observed in the shippard basin closed by the week. A large workshop building located in the premises of the shippard seemed to be in operation as the glare of cutting and welding torches could be observed through the windows during the night. This workshop hall which had a flat slightly sloping roof was about 200 meters long and 60 to 70 meters wide, one third of it being bracked and two thirds glazed.

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